

APPENDIX E: BICYCLE LEVEL OF COMFORT CRITERIA

"The Bicycle Level of Comfort is discussed in depth in Chapter 5; please refer to that Chapter for background and explanation. This appendix supplies some supplemental information. In addition to the level of traffic stress factors based on the Mineta Institute Study*, the Cambridge Bicycle Level of Comfort Analysis includes the additional factors below to account for context specific traffic stress.

Mixed Traffic Stress

BLC	1	2	3	4	5
ADT (Average Daily Traffic - this refers to motor vehicle traffic)	<2,000 vehicles	2,000 - 3,000 vehicles	3,000 - 6,000 vehicles	6,000 - 15,000 vehicles	15K+, 4+ travel lanes total, no on-street parking, speed ≥ 30mph

Operating Space Stress

BLC	1	2	3	4	5
ADT	no effect**	<2,000	2,000 - 4,000	no effect	no effect

Applies to streets with the following conditions:

Parking: Both sides

Travel Lanes: One

Direction: One-way

Bike Facility: Mixed Traffic

Bus Frequency Stress

BLC	1	2	3	4	5
Bus Frequency	no effect**	no effect	Bus frequency greater than citywide average (7 Buses per hour)	Bus frequency greater than citywide average (7 Buses per hour) AND bus stop within 100 ft. of road segment	no effect

*Mekuria, M., Furth, P., and Nixon, H., Low-stress bicycling and network connectivity, Mineta Transportation Institute (2012).

**No effect means this level of comfort is not affected by this particular factor, therefore not applicable.